Though you may keep Friday as a fast day that won't interfere with your partaking of the feast we offer. It is a feast for the body, but for the body without not within and you not only may but ought to take advantage of such an opportunity as this

## Special Sale for Friday

Three bargains in all-Wool Dress Goods, compris-ing Checks, Serges, Veilings, etc., 40 inches wide, Remnants in Colored Dress Goods in good and use In lengths.

The biggest bargains in Corsets at 69c, 98c and \$1.29 that have ever been shown in this city.

Forty pieces 45-inch Flouncing Embroidery at very low prices, and 82 pieces 30 inches wide, from 40c to

75 dozec all-Linen Embroidered Handkerchiefs, in colors and white, at 15c each, worth 30c—all new and fresh goods.

Spring Waspe at cost.

Big bargains in Muslin Night-Gowns.

Special sale on Jerseys.

Fancy Striped White Goods at 15c, cheap at 25c.

Remnants of Table Linens very cheap.

Bed Spreads at 95c, worth \$1.25.

Damask Towels, open-work borders, at 28c, worth 50c.

Black Satin Rhadame at 79c, worth \$1.25.

Gentlemen's genuine French Balbriggan Shirts and Drawers, extra fine, worth \$2.50 a suit, for \$1 a suit.

Ladies' Silk, Lisle and Baibriggan Vests in great variety. We have the best 25c Vest ever shown.

Ladies' Black and Colored Hose at 25c, worth 45c.

Fancy Hose for 122gc, worth 25c.

Ladies' Black Silk Mitts, worth 25c, for 10c.

Nam lot Series 71ac. New lot Scrim, 7130.
Bargains in Bleached Muslin at 9c.

## L. S. AYRES & CO

OWING TO THE INCREASED DEMAND FOR

Of all descriptions we have lately added many elegant patterns and designs to our line. We also make a specialty of reglazing old mirrors.

II I I L D C D 82 East Washington St. ART EMPORIUM.

VOLCANOES AND EARTHQUAKES. By A STRANGE MANUSCRIPT FOUND IN A COPPER CYLINDER. Illustrated. By Gilbert Gaul..... 1.25

EVOLUTION AND ITS RELATION TO RE-LIGIOUS THOUHTS. By Joseph Le TAXATION AND ITS PRINCIPLES AND

METHODS. By Dr. Luigi Cossa...... 1.00

For Sale by THE BOWEN-MERRILL CO

# Beautiful Flouncings

Special good value at \$2 and \$2.25 a yard, at

WM. HÆRLE'S 4 W. Washington St.-Established 1862.

## The New York Store

Established 1853.

In pairs and by the yard.

CURTAIN SCRIM CURTAIN POLES.

PETTIS, BASSETT & CO

PERSONS OF SCHOOL AGE.

The Recent Enumeration in the Important Towns and Cities of the State.

The State Superintendent of Public Instruction thas completed an enumeration of children of school age in the State, for the purpose of apportioning out the school funds for the succeeding year. As a rule, this enumeration indicates pretty accurately the population on a basis of the children between six and twenty-one years being, on an average, one-third of the whole number. According to this estimate, therefore, Indianapolis at present has a population of over 133,000, and Evansville, Terre Haute and Fort Wayne follow next in order. Below is a list of the enumeration in the larger towns of

the State:			THE RESERVE OF THE PARTY OF THE
	Persons of		Persons o
Town.	School Age.	Town.	School Age
Elkhart	3.136	Madison	3.860
Goshen	1,818	Vincennes.	3,14
Ft Wayne	10.282	LaPorte	4,11
Logansport.	4.812	Michigan C	ity 2,90
Columbus	2.151	Anderson	1,46
Lebanon	1.555	Indianapoli	44.44
Brazil	1.899	Para	1,96
Frankfort	1.657	Crawfordsy	ille 2,23
Washington	1.890	Valparaiso.	2,379
Aurora	1.698	Mt. Vernon	2,32
Lawrencebu	rg 1.761	Greencastle	1,85
Muncie	2.236	Shelbyville	1,810
New Albany	7.700	South Band	6,03
Marion	1.592	Lafavette	6,89
Kokomo	1.669	Evansville	16,44
Huntington.	2 057	Terre Haut	13,660
Seymour	1.639	Richmond	6,09

apportionment of school funds on the above enumeration. It will be announced in a few

Artillery Beception Postpoued. Owing to the doubt of being able to secure the use of Tomlinson Hall on Saturday evening and the difficulties in completing the programme, on account of the previous engagements of the reception on next Monday evening, but this had to be abandoned because Captain Curtis will be absent from the city at that time.

NEW hat-racks at Wm. L. Elder's.

STREET IMPROVEMENT BIDS

Another Meeting with Gentlemen Representing Vulcanite and Trinidad.

They Answer the Questions of the Council Committee on Contracts, and Extel the Merits of Their Respective Materials.

A small but important meeting was held at the Mayor's office yesterday afternoon. The aldermanic committee on contracts and the Council committee on contracts met to hear the representatives of the National Vulcanite Company, of New York, and of the Warren-Scharf Asphalt Paving Company, of Cincinnati, the bidders on the proposed improvement of the roadway of Washington street, present the merits of their different plans. A number of property-holders on that thoroughfare were present, together with expert road-makers, the city engineer and others. Representing the Vulcanite company a gentleman of national reputation appeared, the famous Governor Alex. R. Shepherd, he who has made the city of Washington the handsome capital it now is, and whose honest efforts, long misunderstood and misrepresented, are now acknowledged by everyone. S. Whinnery, general manager of the Warren-Scharf company: Geo. W. Scharf, superintendent of the same company, and W. C. Murdock, of Washington, and De Witte C. Greigere, of Chicago,

Mr. Whinnery, on the part of the Warren-Scharf Paving Company, said he would be glad to answer any questions that might be asked; that he was no speaker, and, as a matter of fact, was not feeling well. .

Governor Shepherd said he would like to ask the status of the matter now.

Chairman Darnall said the present was the third meeting that had been called; that at the second meeting the merits of both pavements had been argued pretty thoroughly and post-poned until this meeting, so that these parties could be heard in the interest of their pave-

Mr. Whinnery said the Warren-Scharf Company had bid on genuine Trinidad asphalt at a certain price and also for vulcanite, and were prepared to execute the contract in either way; that in banding in their bid they had thought that for Washington street the genuine Trinidad asphalt was much superior to vulcanite, and that vulcanite would not be sufficient to stand

that vulcanite would not be sufficient to stand the heavy traffic of that street.

Governor Shepherd—I understand this improvement of Washington street was advertised for under two specifications—one the so-called Trinidad asphalt and the other the vulcanite pavement. As I understand it, the Warren-Scharf and the Barber are the same thing, and put in two bids, one for their pure Trinidad and one for impure vulcanite. Am I correct! My attention was first called to the paving business in Washington in 1871, and by the advice ness in Washington in 1871, and by the advice of my colleagues I called upon Gens. Humphries, Meigs, Babcock and Barnes, and made inquiry as to the best kind of pavement. They recom-

as to the best kind of pavement. They recommended a bituminous concrete pavement as the best. Much was laid, and also a good deal of wood pavement which rotted out and had to be replaced. The vulcanite pavement has the best record of any laid in the United States, having stood the test of fourteen years of travel. This piece (pointing to a large sample which lay upon the table) was cut from K street, Washington City, near Ninth, at my request, and you will see the wear upon the surface. It has less of the elements of decay than the so-called Trinidad asphalt pavement; it is homogeneous, and of all that class of pavements is the only one that has a good record. In regard to the purity of the Trinidad asphalt pavement, I want to call the attention of the committee to a letter which Mr. Murdock has prepared and which I will read."

Gov. Shepherd here read the letter. The cost

Gov. Shepherd here read the letter. The cost of materials was stated as follows: Asphalt, \$20 per ton; sand, \$1.40 per cubic yard; limestone dust, \$5 per ton. Asphalt will lay fifty square yards to one ton of mastic, sand will lay fourteen square yards to one cubic yard of mastic, limestone will lay fifty square yards to one ton of mastic. The cost per square yard for material is \$1.55; grading and curbing are local matters and vary on each street. The petroleum asphalt mastic as laid by the Barber Asphalt Company, consists of refined Trinidad asphalt and petroleum oil combined, fine sand and carbonate of lime. Proportions are about as follows: as follows:

The composition of the Barber, Warren-Scharf pavement is very cheap and simple—composed almost entirely of sand. It is much cheaper than the vulcante or distillate pavements. The petroleum mastic will not combine with the coarser and more durable materials with the coarser and more durable materials used by the vulcanite process. Petroleum is an unsafe paving material, and has but a small proportion of wax or pitch. Everywhere that Barber or Warren-Schart have laid a pavement a few years rot sets in and their pavement is in a process of rapid decay. This is true in Washington, Buffalo, St. Louis, New Orleans and everywhere they have laid pavements. "After an experience of fifteen years," concluded Mr. Murdock, in his letter, "during which time I have laid every kind of pavement, including a large quantity for A. L. Barber, I have reached the conclusion that as laid by Barber and Warthe conclusion that as laid by Barber and War-

the conclusion that as laid by Barber and Warren-Scharf and mixed with petroleum the Trinidad asphalt is a very unsafe paving material, and will not last one-half as long as pavements laid under the vulcanite process."

Mr. Shepherd continued: "This bid of \$14 a front foot by the Warren-Scharf company is really a bid of \$3.15 a square yard for material which costs at the figures ruling here \$1.55 a square yard. They want to get about 100 per cent advance for this pure Trinidad asphalt pavement. I have another letter here which will be interesting as showing the experience of property-owners on Chambers street, New York, and which may be the experience of property-owners here."

ence of property-owners on Chambers street, New York, and which may be the experience of property-owners here."

Mr. Shepherd read a letter from Robt. Alexander, dated New York, May 29. Mr. Alexander was employed in the fall of 1886 by the Barber Asphalt Paving Company as an expert, making tests of asphaltic mastic. This pavement in less than two weeks began breaking up, so that no common repairs would do. The whole surface coat had to be ripped up and relaid with a new mixture. The pavement was relaid several times, and even now workmen can often be found at night repairing it. An official connected with the Barber company said the Chambers street pavement had been a dead loss to them in 1886 and 1887 of over \$10,000. Mr. Alexander said he was fully satisfied that the great mistake in the Barber mixture is the use of crude petroleum oil, which has a tendency to rot, cut, disintegrate, and spoil the homeogeneous qualities of any and all kinds of asphalt, it being one of the most volatile oils known.

Mr. Shepherd here showed to the committee a copy of the patent of Doctor Filbert, of the Vulcanite pavement, and an assignment of the same to the National Vulcanite Company, of New York, as showing that company had the right to lay the pavement. He then called attention to a table prepared by T. W. Symons, captain of engineers, United States army, showing the cost of repairing Washington paved streets per annum per foot. The cost of repairing K. street, laid in 1875, is 41-3 mills; Fifteenth street, 14-10 mills; S street, 6-100 mill; Corcoran street, 2-100 mill; Pennsylvania avenue, Eighteenth to Twenty-third, south side, 8‡ mills; do. north side, 1 cent; Pennsylvania avenue, Twenty-third to Rock creek, 1 mill.

Mr. Shepherd said he had noticed a report in the Indianapolis Journal, in which Mr. Whinnery denied there was any such thing as an asphalt monopoly. He said he held in his had

the Indianapolis Journal, in which Mr. Whinnery denied there was any such thing as an
asphalt monopoly. He said he held in his hand
a contract made with James Brant, of New
York, and the Asphalt Paving Company, in
which the latter company agrees to pay \$15,000
a year, upon condition that he does not sell
asphalt to any other parties for the laying of
asphalt pavements. "If that is not monopoly,"
said Governor Shepherd, "I would like to know
what it is?" Governor Shepherd said he had
made a contract with Mr. Brant for the asphalt
which is in the top coating of the vulcanite. He

made a contract with Mr. Brant for the asphalt which is in the top coating of the vulcanite. He then read from the Commercial Advertiser, of Buffalo, N. Y., date of April 30, 1888, to show that in that city some of the asphalt pavements have not came up to their expectations.

Governor Shepherd showed that the Barber asphalt pavement is composed of two distinct and separate layers, and there is no bond of union between them. Changes of temperature cause cracking in the top coating. Wherever the water gets in it will rot asphalt. So true is this that is Washington City they will not lay the asphalt next to the gutter, for where the water lies on the asphalt it will rot. The vulcanite pavement, on the other hand, is packed in close and firm, a solidified mass, and the result is here before you—pointing to the sample on the table. In the Barber pavement there is no bond of union. Moisture cannot crack vulcanite pavement nor can anything destroy it. Go and examine the pavement in Washington. Pittsburg and elsewhere where this pavement has been down from twelve to seventeen years, and if it Everybody invited.

To St. Louis and return, via the "Bee-line."

Tickets good going June 2, 3 and 4, on any train, and returning until June 9, inclusive. For tickets call at ticket office, No. 1384 South Illinois at the street and No. 2 Bates House. The Hendricks Club go to St. Louis via the Bee-line, leaving on special train, Sunday, June 3, at 8:30 A. M. Everybody invited. those who were expected to take a part, the sult is here before you-pointing to the sample on the table. In the Barber pavement there is been postponed. The first intention was to hold no bond of union. Moisture cannot crack vul-

does not come up to what we claim for it we will ask nothing more. Chairman Darnell-Will you put a guarantee

on it for seven years?
Governor Shepherd—Yes sir. After an explanation, the representatives of both the paving companies said they understood the contract that they were to hold the Street Railway Company, and not the city, for paving the eighteen feet where the tracks are. Chairman Darnell asked Mr. Whinnery if his

Chairman Darnell asked Mr. Whinnery if his company would give a guarantee for seven years in case it was awarded the contract. He hesitated to give an answer at ence, but later on signified that his company would do so.

Mr. Whinnery then spoke. He said that the statement that the Barber company and his company were the same was positively untrue. He said it should be borne in mind that the first paper read by Governor Shepherd was prepared by an employe of the Vulcanite company, and for that reason it was not necessary to say anything further about it.

for that reason it was not necessary to say anything further about it.

Mr. Whinnery was here asked to say whether the contents of the paper were true or not, but he ignored the question.

Governor Shepherd—Do you say because this gentleman is an employe of the Vulcanite company that he can't tell the truth?

Mr. Whinnery—Of course not; but you bring up as evidence statements of employes. This statement is incorrect; first as to cost. There are several items left out in estimating the cost at \$1.55.

The speaker went on to say there would be an unusual amount of grading on Washi-street, sewer connections to be attended

Governor Shepherd said he had in his hand a report of the commissioners of the District of Columbia, in which he found a contract to lay columbia, in which he found a contract to lay an asphalt pavement at \$1.46 per square yard, and ther at \$1.07 per square yard. In Chicago, he said it had recently been laid at \$1.98.

Mr. Whinnery said the company he represented had never put down a yard of pavement in Washington, and that he was not here to speak for the Barber company, but for the Warren-Scharf Asphalt Paving Company. He said that they had never put one drop of crude pe-troleum in their pavement. What is used is residuum, or still bottoms, which is the best possible material that can be used for softening

ashphalt, and there is practically nothing volatile in it. He claimed his pavement to be in every way better than the vulcanite. Mr. Whinnery said they rolled their pavements.

Governor Shepherd—I know you roll it with a five-ton roller; we roll ours with a ten-ton roller.

Mr. Murdock showed the superiority of vulcanite to asphalt pavement and Mr. Greigere's said that the Barber company and the Warren-Scharf company were really one company with two separate territories to operate in. Mr. Mur-dock said the resurfacing of the vulcanite pavement, when worn, was just as easy as mending

Mr. Whinnery returned to the question of homogeneousness, and claimed that his pavement was of the same composition throughout, which was not the case with the vulcanite.

which was not the case with the vulcanite.

Governor Shepherd wanted to know why it was then that the vulcanite pavement altogether is being laid in Washington now, to which question there was no audible response.

An extract from a paper published at Scranton, Pa., which spoke disparagingly of the vulcanite pavements of Pittsburg was read by Mr. Whinnery, which was responded to by Governor Shepherd reading the following:

MAYOR'S OFFICE, PHTSBURG, Pa., Feb. 2, 1888. The vulcanite asphalt pavement laid on Forbes street from Soho to Craig atreet some twelve years ago has stood the test of travel first-class, and from present appearances will last for a great many years to come. From actual observation I can recommend this pavement as being a pavement that will give general satisfaction. Respectfully, WM. McCallin, Mayor.

After some further discussion, in which two or three property-owners on Washington street gave their views, Alderman Wright moved that the citizens owning property along the line to be improved meet at the Council chamber at 3 o'clock, on Saturday afternoon, and decide on one improvement or the other, vulcanite or Trinidad asphalt, and if a decision is made to report to the committee on contracts what their choice is, so the committee can report on the following Monday. But if not able to come to a conclusion, that they appoint a committee among themselves and proceed to investigate and report in time for the meeting of the Council two weeks from next Monday night. The motion was carried and the committee

LOOKING FOR A NEW INDUSTRY.

German Scientists Report to the Board of Trade Their Discoveries as to Cement.

Indiana appears to have all the facilities for producing the best quality of Portland cement. The experts from Berlin, Germany, who have been traveling over the State and examining the limestone from which cement is manufactured, made a report of their investigation, last night, to a meeting of citizens at the Board of Trade. The result of their work was so favorable that the preliminary arrangements were made for the organization of a stock company, and one of the results of the visit of the foreign gentlemen to this State will probably lead to the establishment here of one of the largest cement manufactories in the world. Probably thirty members of the Board of Trade and others were present at the meeting, which was presided over by President Pratt.

Mr. Spannagle and Dr. Preussner, the German experts, were introduced. The former did the talking, Dr. Preusener not being an expert on the English language, although he was upon attention of Dr. Preussner and himself bad been called to Indiana, as a field which contained the chemical qualities for the production of the best kind of Portland cement, by reports sent by the Geological Department of the State to the Berlin University. So strongly did these reports impress them that they ventured to come here and make personal investigation, believing that if the facilities in this State should prove as superior as they had been led to believe, they would soon be amply repaid for their outlay. Before coming here, however, they corresponded with the agricultural department, by whom they were referred to the Board of Trade, and the latter suggested a trip to this State. Since coming here they have been paid considerable attention by Professors Hurty and Collett, as well as by Judge Martindale and others. They have spent a month in traversing the State and making tests of the limestone and clay from which the cement was to be made. They state that along the Vincinnes road, between Indianapolis and Vincennes, their tests were successful beyond all expectation, and that they were convinced that Portland cement can be manufactured from the materials found right here in Indiana that will be equal if not superior to that now manufactured in Germany and shipped to this country in large quantities.

For the purpose of convincing those present Dr. Preussner made a test of several samples of cement that had been made in the last few days. The desirable quality in cement is always tension, and in order to test this a very novel macalled to Indiana, as a field which contained the

The desirable quality in cement is always ten-sion, and in order to test this a very novel ma-chine, of German invention but now used chine, of German invention but now used extensively in this country, was brought into requisition. A test was made of pieces of cement which had lain in the water two days and of others that had been so served for three days, and in both bases the test was eminently satisfactory, the cement proving of a superior tensile quality to that elsewhere. Mr. Spannagel then showed the profit that could be derived from the manufacture of cement here. The manufacture of cement in Germany cost \$1.25 a barrel; here the cost would be 83 cents. While there were at present many manufactories of Portland cement in this country they were generally understood to be of an inferior quality to that made in Germany, and accordingly the selling price of \$1.68 per barrel was paid for it there, and to that were added cost of shipping, freight and import duty, until it cost the user \$2.88 per barrel in this country—or \$2.05 more than the cost of its manufacture would more than the cost of its manufacture would be. He said that the cost of a plant that would turn out 500,000 barrels of Portland cement in one year would be \$800,000 in Germany and \$500,000 here. He further stated that he was so confident of the profit to be derived from such an enterprise that he would agree to remain

such an enterprise that he would agree to remain and superintend it upon the basis merely of a per centage on the profits.

At the conclusion of the experiment, and the remarks by Mr Spannagel, short addresses were made by Judge Martindale, Professor Hurty, A. M. Kuhn, John Martin and others, all of whom looked upon the proposed enterprise with favor. Upon motion of Judge Martindale President Pratt was instructed to appoint a committee of five to investigate the feasibility of establishing a manufactory either in this city or at some point in this State. Mr. Pratt asked time to consider the appoinments, and the meeting adjourned. the appoinments, and the meeting adjourned.

Only Three Dollars

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Special prices this week on summer goods. Elegant styles in Challes, only 150 a yard,

Sateens at 8 1-3c, worth 12tc. Best quality French Sateens, choice novelties, only 30c, worth 40c.

Check Nainsooks at 5c a yard, worth 8c. Figured Mull, beautiful patterns, 10e a yard, worth 15c.

Figured Lawns, only 3c a yard, worth 5c. A look through our white goods department will convince you that our prices for desirable goods are very cheap. Gold Umbrellas and Parasols at special

prices. Ladies' Muslin Underwear, Children's Cloaks and Dresses at about half price. See our special prices on wool Dress Goods

Strangers visiting the city this week are especially invited to examine our goods and

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Tobt Marlindale & 6.

Portlich Union Agent \*\*

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